

ADVERTISEMENTS.

CHRISTMAS HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, the 25th and 26th instant respectively:—

JARDINE, MATHESON & CO., General Agents, CANTON INSURANCE OFFICE, LTD. General Managers, HONGKONG FIRE INSURANCE CO., LTD.

N. J. EDE, Secretary, UNION INSURANCE SOCIETY OF CANTON, LTD.

B. C. T. GRAY, Acting Agent, NORTH-CHINA INSURANCE CO., LTD.

W. H. RAY, Secretary, CHINA TRADERS' INSURANCE CO., LTD.

SHEWAN & CO., Agents, YANGTZE INSURANCE ASSOCIATION, LTD.

GEORGE L. TOLVIN, Acting Secretary, CHINA FIRE INSURANCE CO., LTD.

WM. MACLEAN, Manager, THE STRAITS INSURANCE CO., LTD. Hongkong, 19th December, 1895. [1790]

MACAO. THE MACAO.

BOA VISTA HOTEL. CHRISTMAS HOLIDAYS FRESH AIR. FRESH FISH.

Special attention paid to PICNIC PARTIES. Apply early! Apply early!

FIRST-CLASS ACCOMMODATION. EXCELLENT TABLE.

For terms, &c., apply to THE MANAGER. Telegraphic Address:—"BOAVISTA," Macao. Macao, 19th December, 1895. [1791]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURLABAYA.

THE Steamship "HANTUNG," Captain Farnham, will be despatched TO-MORROW, the 20th instant, at 10 A.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th December, 1895. [1792]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT D'RWYN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship "TSINAN," G. Ramsay, Commander, will be despatched on SATURDAY, the 21st instant, at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Cabin is illuminated forward of the Engine. A Refreshing Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, 19th December, 1895. [1793]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship "CHIHLI," Captain Anderson, will be despatched on SATURDAY, the 21st instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, 19th December, 1895. [1794]

DOUGLAS' STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "NAMOA."

Captain Hall, will be despatched for the above Ports on SUNDAY, the 22nd instant, at Daylight. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers, Hongkong, 19th December, 1895. [1794]

NIPPON YUSEN KAIWA.

FOR SHANGHAI AND NAGASAKI.

THE Company's Steamship "YAMASHIRO MARU," Captain J. B. Macmillan, will be despatched as above on SUNDAY, the 22nd instant, at Daylight. For Freight or Passage, apply to

NIPPON YUSEN KAIWA, Hongkong, 19th December, 1895. [1792]

"GLEN" LINE OF STEAM PACKETS, FOR LONDON, VIA SUEZ CANAL.

THE Steamship "GLENFARG," Captain Selby, will be despatched as above on or about FRIDAY, the 17th January. This Steamer has Superior Accommodation for Passengers, and carries Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents, Hongkong, 19th December, 1895. [1793]

BROWN, JONES & CO. DEALERS IN ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERFORATE LEAD CEMENT.

Intimations.

DAKIN, CRUCKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

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SARASPARILLA.

R ASPBERRYADE, &c.

DAKIN, CRUCKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufacture.

Special terms to HOTELS, CLUBS, MEETINGS and other Large Consumers.

Any complaints should be addressed to the Manager, Hongkong, 3rd May, 1895. [1650]

THE

HONGKONG DISPENSARY

has just received FRESH SUPPLIES of

WHOLESALE

CONFECTIOPERY

AND

DELICIOUS SWEETS,

of the HIGHEST QUALITY and PURITY.

These include—

CADBURY'S SPECIAL CREAMES

PATE D'ABRICOT, JORDAN ALMONDS

CARAMELS, PRALINES.

DESSERT CHOCOLATE,

NOUGAT, FRUIT JELLIES,

CRYSTALLISED FRUITS,

METZ FRUITS,

ASSORTED TOFFEES,

MIXED BONBONS,

FRY'S CHOCOLATES,

TANGERINE BISCUITS,

ORANGE PASTE, ORANGE ROLLS,

&c., &c., &c.

Together with the Latest Novelties in

FANCY BOXES,

which are very suitable as Seasonable Presents

for LADIES and YOUNG PEOPLE.

FRENCH

CONFECTIOPERY and CONSERVES,

In Large Assortment,

from the BEST PARISIAN HOUSES.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 30th November, 1895. [1795]

The Hongkong Telegraph

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Intimations.

part of Great Britain to take territory which that Commission had adjudged as belonging to Venezuela. The President concluded by saying that he keenly realized the gravity of the possible consequences of this proposal. The Message, it is added, was heartily applauded by the members of Congress.

The fact of the President of the United States referring in a Message of this kind to "the gravity of the possible consequences of his proposal" shows that the American Government has endeavoured to settle the matter amicably with Lord Salisbury and failed, and that, therefore, the United States Government having somehow arrived at the conclusion that Venezuela will be unfairly dealt with, and that it is their business to protect her, the gauntlet has been thrown down, and for the first time since the great Civil War we now find our cousins ready and, apparently, anxious to go to war with the "tarnation Britshers."

The whole thing may end in a smoke though, for it is hardly conceivable that for the sake of a small slice of Venezuela we should risk a "brush" with our neighbours, who, for political reasons only, may be making a butt of dear old England. It is conceivable that this bluster may be an electioneering dodge, and all this "war talk" may have its genesis and exodus in the "tall talk" of which our cousins are so fond about election time. We are bound to admit, however, that the fact of Congress loudly applauding the Presidential fireworks indicates, probably, that the Yanks mean business this time. A day or two hence we should be sufficiently informed of developments to be able to forecast the events of the near future with a good deal more accuracy than is at present possible.

What has Mr. JOHN WORRELL CARRINGTON, C.M.G., done to merit the Chief Judgeship of Hongkong? Why doesn't he stop in British Guiana and try to settle the boundary difficulty with Venezuela and our bellicose American cousins? What has he done for the powers that be at home to cause them to create him a real, live Commander of the Order of St. Michael and St. George? Why was it not Mr. ALFRED GASCOIGNE, Esq., or Mr. W. M. GOODMAN (Attorney General) appointed to succeed Sir F. F. Clarke? These are questions which ran through our weary brain when we first glanced over Reuter's message on this subject, which will be found in another column. Is this a case of "merit before seniority"? Or is it otherwise?

TELEGRAMS.

REUTER'S MESSAGES.

PRESIDENT CLEVELAND ON THE WAR-PATH.

LONDON, December 17th, President Cleveland in his Message to Congress says that in view of Great Britain's refusal to accept arbitration in regard to the Venezuelan frontier, he recommends Congress to appoint a Commission to determine the true frontier. It would then be the duty of the United States to resist by every means in their power any attempt to take territory which that Commission had adjudged as belonging to Venezuela. The President concluded by saying that he keenly realized the gravity of the possible consequences of this proposal. The Message was heartily applauded by Congress.

THE NEW CHIEF JUSTICE FOR HONGKONG.

Mr. John Worrell Carrington, C.M.G., the present Attorney General of British Guiana, has been appointed Chief Justice of Hongkong.

(From Japanese Paper.)

THE "THALES" INCIDENT.

TOKYO, December 10th.

The British Minister, acting on instructions received from home, has been in communication with Marquis Saito as to the stopping of the Douglas Co.'s steamer *Thales* by a Japanese man-of-war in the Formosa Channel. The British Minister asked the reason, and Marquis Saito replied that the Japanese Government acknowledged that the action of their man-of-war was contrary to international law. They expressed their regrets that the incident had occurred, and announced readiness to make compensation.

NATIONAL DEFENCES AND EXTRA TAXATION.

TOKYO, December 4th.

To raise funds for the increase of the army and navy and building defences, the tax on salt will be largely increased, and less will be charged for transactions such as transfers of land, houses, ships, and so forth, but upon the registration of births and marriages.

THE MINISTRY.

Rumours are still current of changes in the Ministry. It is again rumoured that Count Motto will retire in consequence of the state of the Navy, and that Marquis Saito, the present Premier, however, is not likely that Count Motto will leave the Ministry. There are hopes of inducing Count Ito to withdraw his resignation, it being held that there is no one who can so fully occupy his place. The majority of the officers of the Military and Naval Departments are said not to be opposed to the continuance of Count Ito in office, and are, moreover, unwilling to meddle in political affairs.

TOKYO, December 10th.

It is stated that Marquis Saito, Minister for the Navy, tendered his resignation a few days ago. Rumours say that Marquis Saito will be appointed a Privy Councillor, and that Count Katsuyama, the Governor-General of Formosa, will fill the vacancy in the Cabinet.

THE TOKIO WATERWORKS.

SCANDAL.

TOKIO, December 10th.

The Tokio Municipal Council has passed a vote of want of confidence in Governor Miura as the result of a resolution introduced by the committee appointed to investigate the circumstances of the scandal. The investigating committee has also proposed that all the Council, officers and members of the Assembly should resign as being to some extent responsible.

The resolution impeaching the Governor was passed unanimously.

As a consequence of the passage of the resolution given above, Governor Miura, after receiving permission from the Home Office, has dissolved the Assembly.

M. SPEVER, the newly-appointed Russian Minister to Korea, was at Tokio on the 11th, but was to leave for Seoul in the course of the next few days. He is appointed to the Korean capital for a term of five years.

THE Provincial Treasurer of Canton, Shing Tsuk-ming, died at 2 o'clock yesterday morning in his yamen. He has been sick for many days, and was attended by many experienced doctors, but no human effort could prolong his life. He was appointed acting Governor to succeed Ma Pei-Yao, who died about a month ago, but owing to indisposition had not taken over the seals of office.

THE HONGKONG TELEGRAPH, THURSDAY, DECEMBER 19, 1895.

THE "THALES" INCIDENT.

YOKOHAMA, December 18th.
The facts of the *Thales* incident, if not already familiar to our readers, will be sufficiently explained by the documents printed below, both of which appeared in the Japanese language in the *Official Gazette* of the 9th instant. The occurrence had evoked criticism in the columns of English local journals in the East, and there had been an assumption on the part of the critics that the British Government were neglecting their duty in not exacting full explanation, apology, and pecuniary reparation from Japan; but that Japan was playing fast and loose with Great Britain's just demands. Neither hypothesis being in the least degree tenable, we did not concern ourselves to offer any comment. The facts and the methods adopted in dealing with them were certain to be known to the public before long, when, says the *Japan Mail*, from which this report is taken, it would be at once seen that the two Powers concerned had acted, the one with all expedition and plainness, the other with a full sense of responsibility and justice. In laying the documents before our readers, it is only necessary to call attention to the following dates:—The instant occurred on the high seas between Amoy and Taiwan on the 21st of October; an explanation was sought from the Japanese Government by Her Britannic Majesty's Representative in Tokio on October the 24th; on November the 6th the Japanese Government replied, acknowledging in the frankest terms that "the acts committed by the Commander of the *Yasewama Kan* were wholly without warrant, in contemplation of International Law;" "regretting exceedingly that the occurrence should have taken place," and declaring their readiness "to fully compensate the *Thales* for the wrong suffered." If all international complications could be settled with a similar display of promptness, courtesy, and justice on both sides, the world would be happier. The following are the documents:—

NOTE VERBALE.

The British steamer *Thales*, having left Taiwan on the 20th of October with eight hundred passengers, mostly women and children, was stopped 15 miles from Amoy, by the Japanese cruiser *Yasewama*, before daybreak on the following morning, and a search crew was placed on board by the Commander of the cruiser. The Commander wished to take off seven passengers, against which the Master protested. The Commander of the cruiser then insisted on placing two officers on board, and after a detention of ten or twelve hours, allowed her to proceed to Amoy on condition of holding the men he required at the disposal of the Japanese Consular authority for that port. Her Britannic Majesty's Consul of course demanded that the men claimed by the Commander of the Japanese cruiser should be delivered to him, and that having been done, set them at liberty. Her Britannic Majesty's Minister has now received instructions from his Government to inquire what explanation the Japanese Government have to offer respecting the stopping of a British ship on the high seas and her search and detention.

Tokyo, October 24th, 1895.

NOTE VERBALE.

The Imperial Government have not failed to take into very serious consideration the Note Verbales which His Excellency H. B. M.'s Minister did them the honor of presenting to them on the 24th ultimo, reference to the search and detention of the British steamer *Thales* by the Japanese man-of-war *Yasewama*.

Full reports of the attending circumstances of the case are still wanting, but sufficient is known to enable the Imperial Government to determine that the incident occurred on the high seas, and that the *Thales* was at the time on a voyage from Taiwan to Amoy, China.

From the meager information at hand, the Imperial Government are led to believe that the acts complained of were the result of a misapprehension of instructions, but setting aside once for all any discussion of incidental points, the Imperial Government hasten to acknowledge that the acts were, in contemplation of International Law, wholly without warrant. They regret exceedingly that the occurrence should have taken place, and are prepared to fully compensate the *Thales* for the wrong suffered.

The Instructions which the Imperial Government are issuing to their vessels-of-war will make a repetition of the incident impossible, and while expressing their warm appreciation of the considerate manner in which the event was brought to their attention, the Imperial Government venture to hope that the explanation and reparation which they offer will prove satisfactory to H. B. M.'s Government.

The Guanmuhe, November 6th, 1895.

CALCUTTA OPIUM SALES FOR 1895.

Salts.	Dates.	Crop.	Total.
On or about.	1895-96.	1895-96.	
1st...2nd January	1,625	...	1,625
2nd...1st February	1,625	...	1,625
3rd...and March	1,625	...	1,625
4th...1st April	1,625	...	1,625
5th...1st May	1,625	...	1,625
6th...1st June	1,625	...	1,625
7th...1st July	1,625	...	1,625
8th...3rd August	1,625	...	1,625
9th...and September	1,625	...	1,625
10th...and October	1,625	...	1,625
11th...and November	1,625	...	1,625
12th...and December	237	1,388	1,625
18,112	1,388	19,500	
Against in 1895	7,694	46	18,120

Benares.	Dates.	Crop.	Total.
On or about.	1895-96.	1895-96.	
1st...2nd January	1,625	...	1,625
2nd...3rd February	1,625	...	1,625
3rd...and March	1,625	...	1,625
4th...1st April	1,625	...	1,625
5th...1st May	1,625	...	1,625
6th...1st June	1,625	...	1,625
7th...1st July	1,625	...	1,625
8th...3rd August	1,625	...	1,625
9th...and September	1,625	...	1,625
10th...and November	1,625	...	1,625
11th...and December	1,625	...	1,625
15,189	4,312	19,500	
Against in 1895	6,915	2,225	19,140
Grand total	18,601	35,000	
Grand total	18,601	37,600	

THE REGENERATION OF THE AMERICAN MERCANTILE MARINE.

It is a very remarkable fact that, whilst the progress of the United States has been in almost every respect phenomenal, they have never possessed a mercantile marine worthy such a great nation. Statistics show that there has been a steady decline in this respect for the last thirty years. Indeed it may be said that the mercantile marine of America has been in many ways discreditable. The people themselves have been constrained to refer to the fact with an air of undisguised regret. Why is this not? There is no appreciable reason why the Americans should not possess a fair share of the carrying trade of the world. The mercantile community of this great Republic bear the reputation of being a pushing, reliable and substantial body; their efforts of late years to construct a navy of their own on more modernized principles than hitherto have been crowned with success. Only a few years ago one of their largest ship-building firms turned out two steamers, now employed in the Trans-Atlantic trade, which for size, speed and magnificence hold their own against all competitors.

Quite recently attention has been directed towards methods by which the mercantile marine can be expanded so as to be proportionate to the advances made in other mercantile respects. On October 23rd the annual meeting of the "Vessel Owners" and Captains' National Association" was held in Boston, Mass., when the following resolutions were unanimously adopted:—

"Whereas, the merchant marine of the United States has for a number of years been constantly on the decline, and,

"Whereas, the foreign merchant marine of the United States has almost ceased to exist; and,

"Whereas, ship owning and ship building, both of steam and of sail tonnage, have become unsatisfactory; and,

"Whereas, proposed differences exist between ship owners and the officers and seamen of the merchant marine, and the laws and policy of the United States relating to the encouragement of the merchant marine are deemed to be ineffectual; and,

"Whereas, a great many remedies have been suggested which are inharmonious and inconsistent,"

"Now, therefore, we, the members of the Vessel Owners' and Captains' National Association do hereby respectfully petition the President, Senate and the House of Representatives of the United States to appoint a Commission of persons interested in and with knowledge of the merchant marine of the United States and all interests connected therewith, who shall—hold meeting, and make such inquiries as are deemed by them desirable, and report within one year from its appointment to the President, Senate and House of Representatives of the United States, on the present condition of the merchant marine of the United States and the interests intimately associated therewith, and report on such revision of the laws of the United States and make such recommendations as will be deemed by them to be proper and necessary and desirable in order to improve and encourage the shipping industry of the United States and to regulate the relations existing between the different persons, corporations and individuals connected therewith, including the relations existing between ship owners, masters, officers and seamen of the aforesaid merchant marine."

In the preamble it will be noticed that supposed differences exist between the various classes employed in the mercantile marine, also that the laws and policy of the United States relating to the maintenance of the Merchant Service are not considered sufficiently effectual, and, finally, that the proposed remedies are inconsistent. Our contemporary, the *New York Maritime Register*, to whom we are indebted for the foregoing information, has dealt editorially with this question. The editor strikes a key-note when he attributes the decadence to the fact of the clashing of local interests and consequently thinks a modus vivendi is practically out of the question. This cause has been so apparent in some particular instances that those most interested have ceased to agitate for reforms. But fortunately the evil of local and vested interests becomes futile when the masses are awakened to the fact that in the present state of the development of the country it becomes an imperative necessity to provide for the expansion of foreign trade to prevent commercial stagnation and thus the immediate revival of shipping interests is unavoidable. In America to-day, the agitation for the provision of a purely national Merchant Marine has become one of the burning questions of the hour, and it is, we read, hoped to talk to Congress. steps may be taken to effect the much-needed regeneration of the once mighty American Mercantile Marine.

WASHINGTON, Nov. 6th.
The following, signed "Webb," from a copy of the *Boston Journal* of the 7th November received by the *Coptic* yesterday, will interest many of our readers who were at the loss to understand why the brilliant, indefatigable and genial Dr. Ed. Bedloe was recalled by the United States Government from Amoy:—

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Consuls, and was in no way responsible for those who had been appointed. The Secretary of State made this announcement loudly, and seemed to wish in it posted on the outer wall of the State Department, so that the way-faring man, though a fool, could read it.

THE CASE OF DR. BEDLOE.
The reason for this change of manner on the part of the late Secretary of State became very plain soon after Josiah Quincy was appointed to office. Mr. Quincy inaugurated a policy of removing the efficient officers in the record in the Consular Service and no one was allowed to remain except that he chose to do so for political considerations. One of the most conspicuous violations of the principles of civil service reform was the removal of Dr. Edward Bedloe, of Philadelphia, as Consul-at-Amoy, China. Dr. Bedloe is now here. He is a man of remarkable ability, and his record in the consular service was surpassed by few. He probably knows more about China than those who appointed him to office ever will know. He has the best record of all the Consuls who have served in the Orient in recent years. His popularity and efficiency are conspicuous in the records of the diplomatic service. Dr. Bedloe's reports have been among the most interesting and valuable ever received by the State Department. His report on the growth and quality of Formosa tea resulted in materially increasing the imports of that article directly to this country, and in securing for American buyers of that beverage an article superior and at less cost than that previously imported.

While Dr. Bedloe was at Amoy, the importation of Formosa tea increased in value over \$10,000 per annum. Some of the friends of Dr

